

Edmonton Bulletin.

VOL. III.

EDMONTON, N.W.T., SATURDAY, JULY 22, 1882.

No. 12.

LOCAL.

GOOD growing weather all week.

CARPENTERS get from \$3 to \$4.50 a day.

AND still the telegraph line is a mutilated corpse.

JACK WILLIAMS started back to Calgary afoot on Monday morning.

J. A. MITCHELL, sub-Indian agent arrived from Victoria on Thursday.

MRS. H. S. YOUNG and family arrived from Lac la Biche on Thursday evening.

THE survey parties have great difficulty in getting enough men at \$30 a month.

STRAWBERRIES have been plentiful all week, at an average price of 25 cents a pound.

THE streams between Victoria and Edmonton are all forlorn except the Sturgeon River.

It is said that Mr. Deane has instructions to survey the river claims only one mile in depth.

It is rumored in Winnipeg as well as Bow River, that the C.P.R. will go by the Yellowhead Pass.

W. STIFF got water at 28 feet on his claim, south side. The well is close to the edge of the high bank of the river.

HAYING is in full blast. Very little swamp hay is being cut—mostly red top and blue joint. The weather is excellent.

REV. H. B. STEINHAEUSER arrived from Bow River on Saturday last and held service in the Methodist Church on Sunday evening. He left for White Fish Lake on Tuesday.

THE degree of B.A. has lately been conferred by Victoria University on Mr. E. B. Glass, late Methodist Mission School Teacher at Edmonton, but now of Battle River.

WORK commenced on the Mammoth Hotel of A. Macdonald & Co. on Wednesday last, and the same day X. St. Jean, one of the contractors, cut his knee so badly with an axe as to lay him up from work.

P. BRUNETTE is busy with his hay contract at Ft. Saskatchewan. A few days ago an ox came to his camp and eat the greater part of the provisions, including 20 lbs beef, and a good many of the camp fixtures.

THE crew of the York boat which took Mr. Hardisty to Carlton got back by land on Thursday. Mr. Hardisty is expected to-day. The Northcote is expected before the 1st of August. No news of the North-West.

SKEEZIK, of Ft. Saskatchewan, who was up before Capt. Gagnon on Friday of last week for wife beating, got fifteen days imprisonment, and of course, had to have his hair cut which hurt his feelings worse than the imprisonment.

J. WALTER starts for Athabasca Landing to-day with the machinery for the new steamboat. The boiler is in sections. The longest piece is the shaft for the paddle wheel, which weighs 1,500 pounds. Nine wagons and 31 carts are employed.

ON Wednesday afternoon last a hail storm passed over the farms of G. Gagnon and E. Juneau on the Big Lake road, and also over some of the claims near the Little Mountain. The hail stones were large, but as there was no wind not a great deal of damage was done.

BEATTY's survey party has been running offsets from the base line defining the position of the claims immediately to the west of the town plot. By this Mr. J. Murphy finds that his improvements, although not extensive, are situated in two townships and in four sections.

IF we are to have an agricultural show this fall, now is the time to begin preparations by getting the Society into working order. We want to astonish the new comers and vindicate the character of the district and besides to find out by comparing results, the best methods of farming, and which are the best places.

MR. E. B. GLASS, Methodist Mission School Teacher at Battle River, arrived in town on Wednesday. He reports everything quiet there and the crops doing well. The Indians are taking kindly to farming, and would have had a greater acreage if they could have procured enough seed.

D. ROSS's flat-boat was launched successfully on Saturday evening last and on Thursday started for Battleford with 50 tons of coal and 7,000 feet of lumber. It draws 25 inches of water and has a crew of four men. The coal was taken from the bank opposite the Edmonton Hotel, and was carried by a shoot directly from the pile to boat.

LAST week an Indian who lives near the fort traded his mother off to another Indian for a horse. After the mutual delivery of the goods, the Indian who gave the horse up came and took him away, whereupon the other laid information with Capt. Gagnon and had him arrested for stealing. An examination was held on Friday morning which resulted in the case being dismissed as the magistrate held that the consideration given for the horse was not valuable.

A HAIL storm swept over the fort on Monday last and damaged the gardens there considerably. Crossing over to the south side it flattened the crops in a strip of country about a mile wide. A. D. Patton, Joe Macdonald, L. Gurneau, Walter & Irvine and Eamer & Hetherington were the principal sufferers. Some others had parts of their fields injured while other parts were not touched. Most of the grain was out in head and of course is pretty badly cut up.

It is currently rumored at Bow River that the war party of Bloods who went to Cyprus some time ago to recover their horses which the Crees had stolen, came upon the Crees and that a fight ensued in which several on both sides were killed, with the result that the Bloods got the greater number of their horses back. Also, that Shaw's survey party—or more probably the choppers sent to get out timber for the South Branch C.P.R. bridge—were cutting wood on an Indian Reserve. The Indians objected, and their objections were sustained by the police, who ordered the party off. Instead of going they laid in a supply of rifles and ammunition and proposed to hold the fort against all comers.

ON Tuesday last, His Lordship Bishop Grandin, accompanied by Rev. Fathers Lestanc from Battleford and Lacombe from Winnipeg, arrived at St. Albert about noon. His Lordship was received by the ringing of the church bells and the liturgical introduction in the cathedral. Rev. Father Lacombe is an old pioneer missionary of this country and is well known throughout the North-West. It must have been very pleasing to the rev. gentleman to see his old mission of St. Albert, which he was instrumental in establishing, improved so much in appearance and in such a flourishing condition. He will leave shortly for Bow River to assist in and supervise the mission work among the Indians of that region.

REV. J. A. McLACHLAN of Victoria, and wife, and Mr. J. A. Youmans, mission school teacher at White Fish Lake, and wife, arrived from Bow River on Wednesday and left for their respective homes on Thursday. They report the road good and all streams fordable. They left Morley on the tenth. On the day before, Sunday, the mail arrived from McLeod with the first number of the Ft. McLeod newspaper, the McLeod Record. It is about the same size as the Saskatchewan Herald but printed in large type. The crops were looking well considering that they had been flattened by a hail storm not long before the party left. Hurd's survey party, about 60 strong, was still at work in the Kicking Horse Pass, but there was a rumor afloat that owing to unforeseen difficulties the Yellowhead Pass would have to be taken yet. At present the line is being surveyed to pass south of Calgary.

VICTORIA.

Considerable building is going on, Mr. McGillivray having two houses in course of erection, besides several others in the settlement.

In consequence of news from below higher prices are being asked for properties here.

Crops are looking very well, and unless unforeseen events happen the harvest will be a large one.

Several new claims have been taken up lately in the upper settlement and work begun upon them.

Provisions of all kinds are very scarce.

Farm Instructor Higgins of Saddle Lake has commenced work on the new bridge over the White Mud Creek.

Hail near Saddle Lake on the 1st. No damage done.

METEOROLOGICAL.

Weather report for week ending Thursday evening, 20th July, 1882. Reported for the BULLETIN by Mr. Alexander Taylor, observer at Edmonton.

| | Max. | Min. |
|------------|------|------|
| Friday, | 75 | 39 |
| Saturday, | 74 | 46 |
| Sunday, | 75 | 44 |
| Monday, | 82 | 45 |
| Tuesday, | 78 | 52 |
| Wednesday, | 82 | 54 |
| Thursday, | 85 | 52 |

Rainfall for week 0.44 inches. Hail storm on Monday afternoon.

MASONIC.—Saskatchewan Lodge No. 1, U. D. G. R. M.—A Regular Meeting of the above lodge will be held at the Masonic Hall, Edmonton, on MONDAY, the 24th inst., at 7:30, p.m. Visiting brethren cordially invited. By order of the W. M.

W. STIFF, Secretary.

WM. STIFF.

REAL ESTATE AGENT, ACCOUNTANT AND CONVEYANCER.

Property bought and sold on Commission. Accounts collected, Estates managed for non-residents. Information furnished to intending Settlers. All correspondence promptly attended to. Office in Masonic Hall buildings.

DR. MUNRO,

Late House Surgeon Winnipeg General Hospital.

Office under Masonic Hall, Main street.

STUART D. MULKINS,

NOTARY PUBLIC AND CONVEYANCER.

Coal Claims and Timber Limits located and general information afforded on application.

Office, Main Street, next door to A. Macdonald & Co's store, Edmonton, N.W.T.

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EDMONTON, N.W.T.,

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Shop in rear of Methodist Church, Main street, Edmonton.

X ST. JEAN,

CABINET MAKER.

Steam Furniture Factory in rear of Heimnich's store, Main St.

All descriptions of household furniture kept constantly on hand.

GENERAL NEWS.

Brandon is to be incorporated as a city.
Another paper is to be started at Selkirk.
Hon. J. C. Aikins is to be Lieut.-Governor of Manitoba.

A ladies' cornet band has been organized in London, Ont.

Qu'Appelle is all the rage for intending settlers this spring.

There was great starvation on the Labrador coast last spring.

Port Moody lots at the western terminus of the C.P.R. are booming.

The Brandon Sun wants fire limits to cause a new brickyard to boom.

Peter Grant, C.E., is locating the line of the C.P.R. west of Moose Jaw Creek.

Manchester is the name of the C.P.R. crossing at Gopher Creek, west of Brandon.

The coronation of the Czar has been postponed for a year, for fear of the Nihilists.

The steamer Alpha attempted to go up the Qu'Appelle this spring but did not succeed.

The steamer Marquette made a trip a considerable distance up the Souris river this spring.

The Duke of Manchester and Lord Elphinstone visited Brandon and were favorably impressed.

The sites of most of the C.P.R. stations between the Portage and Brandon have been changed.

Hanlan became ill on his arrival from England and was not likely to row at Winnipeg on the first.

A man named Geo. Findlay of Souris River, had both feet frozen in a blizzard on the 4th of April last.

Jewish refugees from Russia arrived in Duluth, bound for Manitoba, on May 31st, to the number of 250.

Capt. Scott and Col. Osborne Smith, conservatives, and E. G. Conklin, reformer, will run in Winnipeg for the Commons.

Eureka is the name of a new town fifteen miles south-west of Brandon. It consists of a store and hotel yet to be erected.

Bills to charter the Manitoba, the North-West and the London and Winnipeg Banks, have been passed by the Dominion Parliament.

Stewart Mulvey in the Conservative interest and Hugh Sutherland in the Reform oppose each other in Selkirk, Manitoba, for the Commons.

The immigration from the old country to Canada and especially the North-West is still large but that from Ontario has slackened considerably.

DeWinton station on the C.P.R. has been moved and is now called Carberry. The proprietors of the former town site are suing the C.P.R. Co. for damages.

Two inches of snow, with drifts two feet deep in Winnipeg on the 21st of May, with a furious snow storm and cold weather in the afternoon. There had been heavy rains before.

Lots in the solid towns of Manitoba are still held at high prices, although sales are slow, but the paper town business has collapsed. Farming lands are still saleable at good prices.

Many of the Independent papers denounce the Irish resolutions in the Canadian Parliament as clap-trap, and want to know whether the members were elected to legislate for Canada or Ireland.

The Dundee block burned in Winnipeg about the last of April was valued at \$31,000. The insurance was \$18,000. The total loss was about \$80,000, on which there was about \$50,000 of insurance.

Kenneth Mackenzie, reform, in Marquette, Schultz, conservative, in Lisgar and Royal, conservative, in Provencher, were the only candidates out for those constituencies when the last mail left Winnipeg. The election was to be about the end of June.

The latest is that the Syndicate contemplate building a line directly north-west from St. Paul via Ft. Totten, Dakota, Moose Jaw Creek, the Elbow of the South Branch, the Elbow of the Battle River, to Edmonton, with a continuation through the Jasper Pass or to Peace River.

The prospectus of a new English company called the Great North-West and Manitoba Land Company has been issued. The capital is £400,000. It is to purchase, rent, sell or cultivate land in the North-West and Manitoba. The Lord Mayor of London is taking an active part in it.

About the 20th of May last the propeller Manitoulin was burned in Manitowaning Bay, Lake Huron. Upwards of fifty passengers and three of the crew were lost. The steamer was only three miles from shore when the fire broke out but it spread so quickly that many jumped overboard before the shore was reached.

Grip has a cartoon representing Mr. Blake's position in regard to the National Policy. He is represented as a boy out gathering mushrooms, and sees what looks like one labeled National Policy. He seems in doubt and says: "I believe it's a toadstool, but I think I can make a mushroom of it." Perhaps it can be made good as Indians are said to be made good.

The Northern Pacific and St. Paul, Minneapolis and Manitoba have come to an arrangement as to the building of new lines, whereby the Northern Pacific is to be allowed to come to Winnipeg over the Manitoba South-Western but is to refrain from building certain branches in Minnesota. There is to be no cutting of rates. The Octopus with a vengeance, or rather two of them.

The Manitoba Legislature presents an humble address to the Governor-in-Council praying that settlers on odd numbered sections in the newly acquired territory of the province be allowed to homestead and pre-empt as if on even numbered sections. Who will present an address for us, now that the land is being surveyed? Will our precious North-West council do it?

The Dominion Cattle Company, composed of Canadians headed by J. P. Wiser, M.P., has purchased an outfit consisting of 11,000 head of cattle, 127 horses and mules, with personal property, ranch fixtures, etc., on the Atchison, Topeka and Santa Fe railroad, for \$203,000 cash, another herd of 630 head with ranch privileges for 15,000, another herd of 760 head and still another herd of 49 high grade Durham bulls, all in the same vicinity.

Application was made by the delegates of the Manitoba Government when at Ottawa last winter for special grants of land to half breeds, natives of the lately annexed districts of Manitoba, similar to those received by the natives of the original province. They were informed that owing to the manner in which the grants formerly made had been turned to the benefit of speculators instead of being used by those for whose benefit they were intended, and to the great difference in the circumstances of the case no further grants would be made. No doubt the same answer will apply to the whole North-West.

The Herald says: One hundred and eight new recruits had reached Fort Walsh when the Cypress mail left. The police station at Wood Mountain has been abandoned. On the 30th of May constable Johnson of Ft. Walsh accidentally shot himself through the heart while unloading his Winchester. From this date the mail will make Battleford from Cypress in twelve days, distance 300 miles. Four bales of robes arrived at Battleford in June. A. Macdonald & Co. had received 50 cart loads of freight up to the 23rd June. When the Stonies and Crees from Cypress were near the Red Deer on their way to Battleford, some horses were stolen from the Stonies by the Blackfeet. A small party started out to recover them. Just before they left Ft. Walsh a war party of Blackfeet arrived and killed a Cree. A brickyard has been established at Battleford. Moore & Macdowell of Prince Albert, have sold their gristing machinery to T. McKay, and will confine themselves to lumbering operations hereafter. The Prince Albert people hope for a weekly mail shortly, with only a fortnightly one to Battleford and Edmonton. Moore & Macdowell wintered out 190 head of Montana cattle last winter with a loss of only 14 head.

FOUND.—Near the Indian agency, a sum of money. Owner can have it at this office by proving property and paying for this advertisement.

H. Y. BLEEKER,

SOLICITOR, &C.

Office at present, opposite Villiers & Pearson's store.

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MANUFACTURERS AND

WHOLESALE DEALERS IN BOOTS AND SHOES.

Corner St. Peter and St. Sacrament streets, Montreal.

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Manufacturer of all kinds of Tin, Sheet Iron and Copper wares.

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All descriptions of household furniture kept constantly on hand.

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Have now en route per steamers, and to arrive shortly,

106 PACKAGES OF GOODS,

Comprising a full Line of

STAPLE AND FANCY DRY GOODS,

GENTS' FURNISHINGS,

SMALL WARES,

BOOTS AND SHOES, &C.,

all personally selected in the best houses of Montreal, Toronto and elsewhere, and of the best quality obtainable.

Also to arrive by first through boats, a full stock of

GROCERIES,

HARDWARE,

GROCERY,

PATENT MEDICINES, &C.

BROWN AND CURRY.

TO PEACE RIVER.

Rorie McRae and Alex. McCorrister arrived from Peace River on Friday of last week. They in company with W. Lloyd, J. Hayes and a half breed named Abram left here about the 9th of March, while the sleighing was still good, with four oxen and a large quantity of supplies. They went with the oxen and sleighs by Riviere Qui Barre and Lac la Nonne to the crossing of the Pembina on the Ft. Assiniboine trail. The distance is about 70 miles, and they took six days in going. The country is dry and open as far as Riviere Qui Barre, about 24 miles, but beyond that point is covered with burnt timber, lakes and sloughs. The timber is principally small spruce. At the Pembina crossing and for five or six miles above it, as far as the party examined, there is plenty of good, green spruce. They built a York boat there of 28 feet keel and 8 ft. 10 in. beam, capable of carrying about 7,000 pounds.

On the 11th of April, while the snow was still about 8 inches deep, Abram and his wife started for Slave Lake post, by the old trail with the four oxen, packing their stuff on one of them. He came back alone on the 15th and reported that a family of Lac la Nonne Stonies, who were going down the Athabasca to the mouth of Slave River to shoot beaver, had followed him and on the evening of his third day out, when within about 10 miles of the Athabasca, after he had gone to bed, one of the boys of the family had shot one of the oxen and at once built a fire close to it and all hands had started to eat it. Abram was confident that if he once got across the Athabasca with the rest of the cattle the Indians would not follow him, so, rather than bother about it, and perhaps lose the trip by having to come in to a trial, the party told him to shove on with the remaining oxen as fast as he could. He did so and saw no more of the Indians. He crossed the Athabasca at Ft. Assiniboine on the ice. The snow was about a foot deep there at the time. The country through which the foot trail—a very bad one—runs from Ft. Assiniboine to Slave Lake post, is very hilly with many rivers and muskegs, and is covered with small poplar timber, mostly green. Abram arrived at Slave Lake post about the 15th of May. One of the oxen died of exhaustion shortly after leaving Ft. Assiniboine, and when he arrived near the shore of the lake, about 30 miles from the post, the remaining two were so exhausted that he had to leave them. One of them afterwards got mired and died.

The ice in the Pembina broke up on the 22nd of April and the party started down the river in the boat on the 23rd. The river is about half as wide as the Saskatchewan and very crooked. At one place there is a canoe portage of about 200 yards across a point. They had breakfast at the upper end of the portage, rowed hard down stream until noon and had dinner at the lower end. From the crossing it took three and a half days hard pulling with a good current to reach the Athabasca, a distance of 110 miles in a direct line. There are two rapids which are said to be bad in low water. They went 40 miles down the Athabasca, which is larger than the Saskatchewan and very straight, in half a day, to the mouth of Lesser Slave River. They then turned up the Slave River which comes into the Athabasca from the west and were four days in tracking up 30 miles to the mouth of Salteaux River, which comes in on the south side and is apparently as large as the Slave River, which is about as large as the Pembina and as crooked. In those 30 miles there are 22 rapids, which are, however, only stiff currents in high water. The upper part of the river has considerably less current and they had no difficulty in pulling up stream, to the end of the lake, about 30 miles, in two days. The Trading River comes in on the south, ten miles above the Salteaux, and the Moose River on the north, about 7 miles below it. All three are large streams and either might be mistaken for the Slave River, except that the water in the latter is clearer. The whole country along the route to the east end of Slave Lake is low and wet. On the Pembina and Athabasca the timber is small but on the Slave River it is heavy and consists of poplar and spruce mixed.

The ice was still solid in Slave Lake when they arrived there on the 6th of May and they were unable to proceed until the 23rd. The

ice had not gone out then but was broken up so that when the wind blew from the north they could get along by keeping near the north shore and running into the mouths of creeks when the wind changed. The lake is 90 miles long by an average of 15 wide. The north shore is high and steep with nice gravelly beaches, but the south shore is low and wet. There is a range of mountains about fifteen miles back from the south shore and running parallel with it, on which the snow stayed until June, and which extend westward to the Smoky River. Both shores are well timbered with poplar and spruce and there are many creeks coming in. Near the middle of the lake there is a place where it is very narrow as also another place about four miles from its extreme western end. They arrived at the post on the 28th of May, and were well received by Mr. W. E. Traill, the H.B. Co. officer in charge. The fort is on the north side of the lake about two miles from its extreme western end. It is not large, but is surrounded with palisades and is very well kept. Mr. Traill has a very good garden, in which potatoes and other vegetables looked farther advanced when McRae left there on the return trip than those at Edmonton did when he arrived here. There are about 3000 acres of good open land near the post close to the western end of the lake. Eight or ten shanties near the fort are inhabited by half-breeds who live principally on fish, and work occasionally for the company. Mr. Traill is making an effort to get some wild rice seed from the east as he thinks it would do well. Last summer was very wet there and the H.B. Co. had about 200 tons of hay spoiled, consequently some of their horses died during the winter. The party stored their goods in the H.B. Co. warehouse and went back with the boat along the south shore of the lake to where the oxen had been left. There they found one dead and the other so wild that it could scarcely be caught, but in good condition. They put him in the boat and brought him back to the post. The round trip occupied two days. They then rigged up one of the carts they had taken with them and loading it with ten hundred pounds of the most necessary articles pulled out from the post on the 10th of June. The road to Peace River is level, and is about 75 miles long. The first thirty miles is through timber and very much cut up, but the H.B. Co. have a force of eight men repairing it all the time. The next fifteen miles is through dry prairie, which is said to extend to the mountains, and on which hay is cut. The balance of the road is through timber and as bad as the Hay Lakes road. The land is somewhat similar to that at Edmonton. They arrived on the bank of the Peace on the 15th of June. The road comes to the Peace River about two miles below the mouth of Smoky river, which is about as large as the Saskatchewan. The Peace River at the crossing is about 500 yards wide and was very high when the party arrived there, and there was so much drift wood coming down that they were unable to cross their ox. The valley at this point is about 600 feet deep, and is timbered on the south side but open on the north. The cart trail down the hill is not bad but is very long. The only building on the south side is a small warehouse belonging to the H.B. Co. No person was there when the party arrived. They found the mail packet which had been sent from Slave Lake some time before lying at the door of the warehouse, where the courier had left it, having been unable to cross the river on the way to Dunvegan at the time he was there. They took charge of it, and finding a canoe on the river, McRae and Lloyd crossed in it leaving Hayes and McCorrister with the ox and supplies on the south-east side. A mile or so above the crossing on the north side there are two buildings and a small field. They belong to the English Church Missionary Society and were in charge of Rev. Mr. Garrioch, who abandoned the place last summer. No one is living there now. McRae and Lloyd took the cart trail which cuts across a bend of the river, to Dunvegan, 65 miles distant. The trail is good and runs through a beautiful country of mixed timber and prairie, with many creeks of good water and some lakes. One called Old Wives' Lake is about five miles in diameter and was covered with ducks when they passed. The country is dry and undulating with little or

no hay land and the soil is a rich clay loam. After two days walk they arrived at Dunvegan on the 25th of June and were received kindly by Mr. McDougall who is in charge of that post and is chief factor of the H.B. Co. district of Peace River.

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The above will be disposed of at reasonable prices, and on easy terms of payment.

Full information in regard to these lands will be given at the offices of the Company in Winnipeg and Montreal.

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Land Commissioner.

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Plans and estimates of buildings furnished.

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Good stabling attached.

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Situated at the head of navigation on the west side of the North Saskatchewan River, opposite Fort Saskatchewan, the head-quarter's of the N. W. M. Police.

P. Heiminck, who has the most promising sites in this City, offers great inducements to persons who wish to possess themselves of valuable property in this the great city of the North-West.

The advantages of this site for a city are undisputed and not to be surpassed by any position on the North Saskatchewan, it is the center of five leading highways, viz: Lac la Biche, Battleford, Bow River, Athabasca Peace River and the mining regions of British Columbia, it has full facilities for wharfage and is near to wood and coal, has ample facilities for reaching the timber regions of the North, the situation is dry and pretty and has been chosen for its superior advantages by an experienced government officer as the best and most probable crossing for a railroad on the North Saskatchewan.

All information given and correspondence solicited by the proprietor, as above.

P. Heiminck.

THE EDMONTON BULLETIN

Is published every Saturday morning at the office, Main Street, Edmonton.

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Season advertisements \$1.00 per line.

OLIVER & DUNLOP,
Proprietors.

EDMONTON BULLETIN, JULY 22, 1882.

ADVICE.

We do not advise anyone to come to Edmonton, but those who think of coming at any time should do so at once. The country is being rapidly surveyed and if settlers do not come in and take up the choice locations speculators will and there is no doubt that many places that to-day can be had for the taking in another year will have to be paid dearly for by anyone wanting them, and many will want them. It is in the country where settlement is thickest that the surveys are being made, and people desiring to get places near the mills, schools and churches should lose no time in getting on the ground and selecting them. There is likely to be a full supply of provisions in the place this winter as both the grain and root crops look well, while the hay has never been surpassed in quality or quantity. The remains of the boom in the shape of considerable cash is still to be seen and work is reasonably plentiful, so that the country is at present in all respects in an exceptionally favorable position to receive a large influx of settlers. The roads too are likely to be better than they have been for the last two years and this, considering that most of those coming will come by the road, is quite an important consideration.

Those who do not intend to farm or who have very little stock would find it most advantageous to come themselves and bring their goods by steamer, provided they can get passage, but those who have stock must necessarily come by road, and as the trip is long and the mode of life strange to almost all a little advice to such may be acceptable.

If money is scarcer than time, stock more plentiful than freight and the roads good, the start might be made from Winnipeg. If, however, the roads are not good or the loads are likely to be heavy, it would be better to ship a portion of the freight either to Ellice or to the end of the track so as to give the stock a chance at the beginning of the trip. If it is getting late in the season, however, say the middle of August or the 1st of September, it would be better to ship everything to the end of the track so as to gain time. Should it be at or near Qu'Appelle about two weeks would be gained by taking advantage of the railroad, if at Flat Creek, about one week. The whole trip from Winnipeg by road would occupy from two to three months, and from Qu'Appelle from six weeks to two months. Parties with women and children should arrange to be at Edmonton by the 1st of October as the nights are very cold after that time, and every one should be in by the 1st of November at latest, as even if there is no snow before that time the feed is dried up so that the cattle do not thrive, there is ice on the creeks in the mornings, and the ground is frozen and rough so that the feet of the cattle become worn quickly.

Cattle and horses of all kinds and sheep can be driven through with very little risk. Oxen are preferable to horses for hauling freight. A \$75 ox will haul more than a horse of the same price and will get to his journey's end

as soon and in better condition if used rightly. To a poor man just starting on a farm oxen are preferable to horses as they will do more work on less and coarser feed, and when fat can almost always be killed at a profit. Native ponies are good on the trip if not overloaded, and early in the spring when the feed is poor, or late in the fall when the frozen road hurts the oxen's feet are safer than oxen, but are of very little account to a farmer when he gets through, except for light work. Canadian horses can be brought through if good care is used, but should only be loaded lightly if at all, as the lack of grain, the strange kind of grass, the flies and mosquitoes, and the mud holes do not agree with them. They start out well and seem able to discount either oxen or ponies—as they could if supplied with grain—but soon weaken and get sick, and frequently never recover. A little grain should be brought along to give them when weak and bran to give them medicine in. They are worth nursing, for when they get here they do well and are the most useful animal a farmer can have. They are a luxury, however, that only those who are pretty well fixed should indulge in.

If possible two wagons should be brought so that the teams could assist each other in pulling out of bad places, but if only one is brought it should be loaded lightly, as the roads are very soft in wet seasons. Fourteen to sixteen hundred is a fair load for a moderate yoke of cattle in a wagon, but if there are two wagons the loads may be increased considerably. The yoke should not be used unless in doubling. It is not as good as the harness at any time but is handier then. Oxen will haul more in the harness and do it easier than in the yoke. They can be broken so as to work in either. Carts are better than wagons for simply hauling freight, especially in a wet season, as the wheels are larger and the load is closer to the animal. One man can attend to two wagons or four carts with all ease. Carts are much more liable to upset than wagons and also more liable to break down, especially if of the ordinary Red River variety. Spare axles, hoop iron, nails, saw, hammer, gouge, half-inch chisel, brace, half-inch, five-eighths and inch bits, a draw knife and hatchet should be brought, with which to repair them when damaged. Cart loads range all the way from seven to eleven hundred pounds, according to the ability of the animal used, but a good average for oxen on ordinary roads is from eight to nine hundred.

A tent is necessary and also a camp stove if there are women or children. A large tent is as easy to pitch as a small one, very little heavier to haul, and much more comfortable. The stove is necessary during wet or stormy weather in summer and in the cold mornings and evenings of the fall, and in these circumstances makes all the difference between solid comfort and solid misery.

The supply of provisions should consist of flour, bacon, ham, hard tack or biscuit, butter, syrup, tea and sugar. A full grown man will require about 50 pounds of flour a month and 25 or 30 lbs of bacon or ham. The proper quantities of the other things cannot be properly defined. The biscuit need only be used when it is unhandy to make a fire, and a ham should be kept boiled for use on similar occasions. The butter should be carried in a stone jar if possible and kept in the shade. Small tin cans should be used in which to keep the syrup, sugar and tea required for immediate use. Other articles of food, such as canned meats and fruit are too expensive for the ordinary emigrant, and besides travel and pure air will make the staple articles of

food taste as good on the trip if properly cooked as the most delicate dishes do on ordinary occasions.

The Globe thinks that Oscar Wilde is not such a fool as he looks.

Carrie Massey of Summerfield, Georgia, aged 17, was on May 30th sentenced to be hung for murdering Wm. Evans.

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